

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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SUBJECT Shipyards  
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COUNTRY Rumania  
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THIS IS UNEVALUATED INFORMATION

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1. Shipyards were located at Galati, Braila, Giurgiu N 43-53, E 25-57, Turnu-Severin N 44-38, E 22-40, and Constanta. Source heard that these shipyards had been enlarged since the end of World War II but had not seen any of them since 1949. Since 1949, only oil tankers of about 5,000 tn. had been constructed in these yards and were equipped with Swiss Diesel-Sultzer motors.
2. The shipyard at Constanta, enlarged during World War II by the Germans, was used only for repair; it employed about 3,000 workers. The installation consisted of three large halls, each about 100 m. x 30 m. and 10 m. tall. One of these halls was used for lathe work, another for metal work, while the third was for assembly. The shipyard had a dry dock as well as a floating dock. Work capacity for the shipyard was 4,000,000 work-hours per year in 1953. At the end of 1953, two ships were being repaired in the yard. One was the Rumanian ship, DIMITROV, for which 2,000,000 work-hours had been allotted; the other was a Soviet ship /Source does not remember its name/ which had also been allotted 2,000,000 work-hours.
3. The shipyards at Galati and Braila were the largest and together employed a total of about 50,000 workers. Turnu-Severin and Giurgiu had smaller shipyards where ships were only half constructed and were then sent to Braila for completion as the Danube reached a depth of 100 m. there.
4. The yearly plan for Rumanian ship construction was 15 tankers or 75,000 tn., however, this plan was never fulfilled due to a shortage of materials. The average construction figure per year was only about 30,000 tn.

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